

Speed-Related Crashes

2004

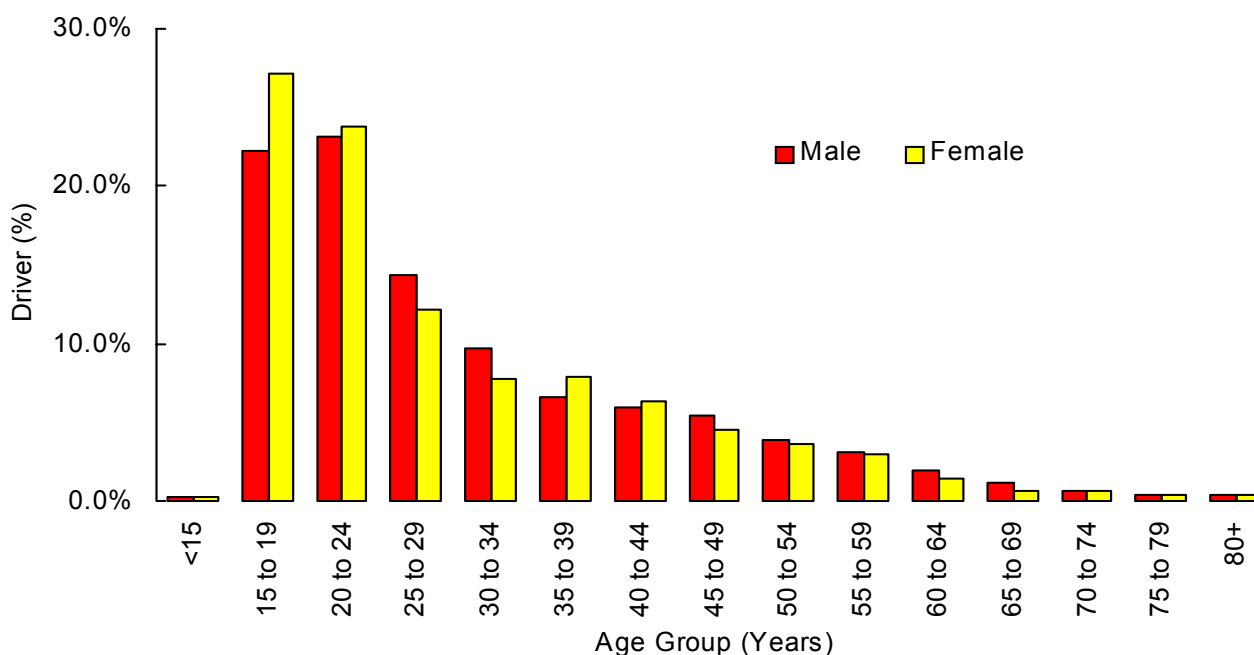
SPEED



Did you know that in 2004. . .

- 7,673 speed-related crashes occurred in Utah which resulted in 3,100 injuries and 84 fatalities.
- Speed-related crashes were 2.4 times more likely to be fatal than other motor vehicle crashes.
- A speed-related crash occurred in Utah every 60 minutes.

Age and Gender of Drivers Involved in Speed-Related Crashes (Utah 2004)



- While male drivers accounted for 56.7% of all drivers involved in a crash, they were involved in two-thirds (64.4%) of speed-related crashes.
- Teenage drivers between the ages of 15 to 19 years accounted for 17.2% of all drivers involved in a crash, yet they represented 22.3% of drivers involved in a speed-related crash.

Counties with the Highest Rates of Speed-Related Crashes (Utah 2004)

| County | # of Speed-Related Crashes | Rate per 100 Million Vehicle Miles Traveled | County | # of Speed-Related Crashes | Rate per 100 Million Vehicle Miles Traveled |
|---------|----------------------------|---|-----------|----------------------------|---|
| Morgan | 75 | 64.1 | Iron | 248 | 39.1 |
| Wasatch | 161 | 60.5 | Millard | 157 | 36.5 |
| Wayne | 19 | 49.6 | Kane | 47 | 36.2 |
| Summit | 273 | 40.1 | Cache | 307 | 35.6 |
| Daggett | 11 | 39.6 | Statewide | 7,367 | 31.1 |

Section 5: Speed-Related Crashes

Section 5: Speed-Related Crashes 2004

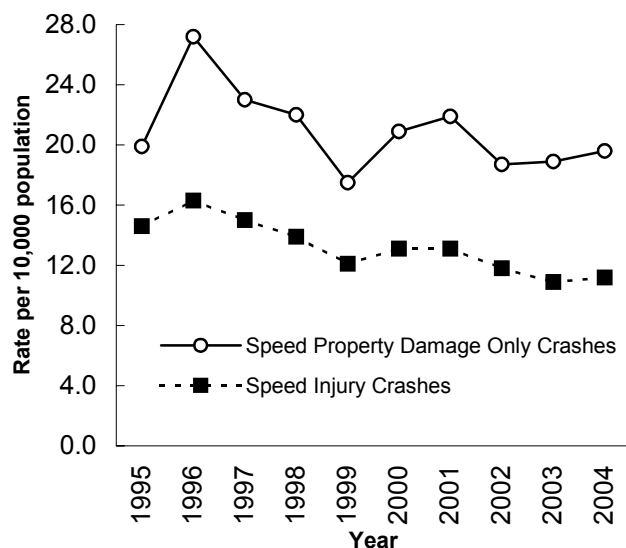
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Trends

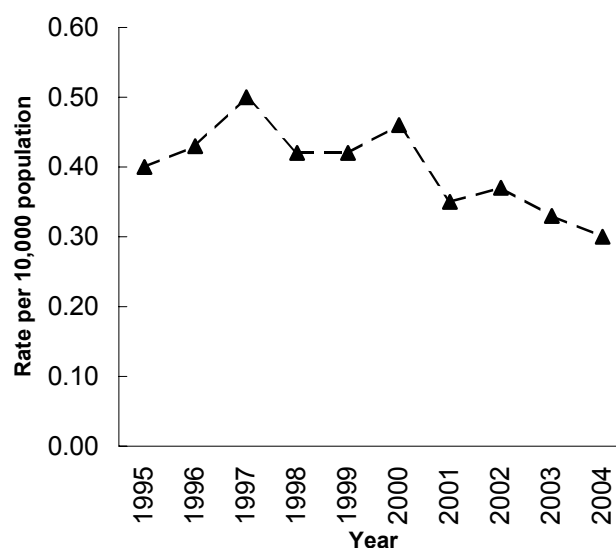
Speed-Related Crashes 1995-2004

| Speed-Related Crashes | | | | | | | | | |
|-----------------------|-----------------|----------------------------|----------------------------|------------------------|----------------------------|-----------------------|----------------------------|---------------------|----------------------------|
| Year | Utah Population | Property Damage Only (PDO) | | Injury | | Fatal | | Total | |
| | | Speed PDO Crashes # | Rate per 10,000 Population | Speed Injury Crashes # | Rate per 10,000 Population | Speed Fatal Crashes # | Rate per 10,000 Population | All Speed Crashes # | Rate per 10,000 Population |
| 1995 | 1,995,228 | 3,980 | 19.9 | 2,912 | 14.6 | 80 | 0.40 | 6,972 | 34.9 |
| 1996 | 2,042,893 | 5,565 | 27.2 | 3,322 | 16.3 | 87 | 0.43 | 8,974 | 43.9 |
| 1997 | 2,099,409 | 4,823 | 23.0 | 3,151 | 15.0 | 105 | 0.50 | 8,079 | 38.5 |
| 1998 | 2,141,632 | 4,717 | 22.0 | 2,981 | 13.9 | 90 | 0.42 | 7,788 | 36.4 |
| 1999 | 2,193,014 | 3,836 | 17.5 | 2,652 | 12.1 | 92 | 0.42 | 6,580 | 30.0 |
| 2000 | 2,246,553 | 4,687 | 20.9 | 2,934 | 13.1 | 104 | 0.46 | 7,725 | 34.4 |
| 2001 | 2,295,971 | 5,037 | 21.9 | 3,003 | 13.1 | 80 | 0.35 | 8,120 | 35.4 |
| 2002 | 2,338,761 | 4,379 | 18.7 | 2,770 | 11.8 | 86 | 0.37 | 7,235 | 30.9 |
| 2003 | 2,385,358 | 4,498 | 18.9 | 2,604 | 10.9 | 79 | 0.33 | 7,181 | 30.1 |
| 2004 | 2,469,230 | 4,836 | 19.6 | 2,764 | 11.2 | 73 | 0.30 | 7,673 | 31.1 |
| Total | 22,208,049 | 46,358 | 20.9 | 29,093 | 13.1 | 876 | 0.39 | 76,327 | 34.4 |

Speed-Related Property Damage Only and Injury Crashes (Utah 1995-2004)



Speed-Related Fatal Crashes (Utah 1995-2004)



- Speed-related crashes are a concern because of the potential for severe injury and death.
- For the past ten years, the speed-related injury crash rate per 10,000 population remained fairly constant, while trends for property damage only speed-related crashes and fatal speed-related crashes varied from year to year.
- In 2004, speed-related property damage only crash rates increased 3.7% from 2003, and the total speed-related crash rate increased 3.3%.
- In 2004, speed-related injury crash rates increased 2.8% from 2003; however, the speed-related fatal crash rates decreased 9.1%.

Counties

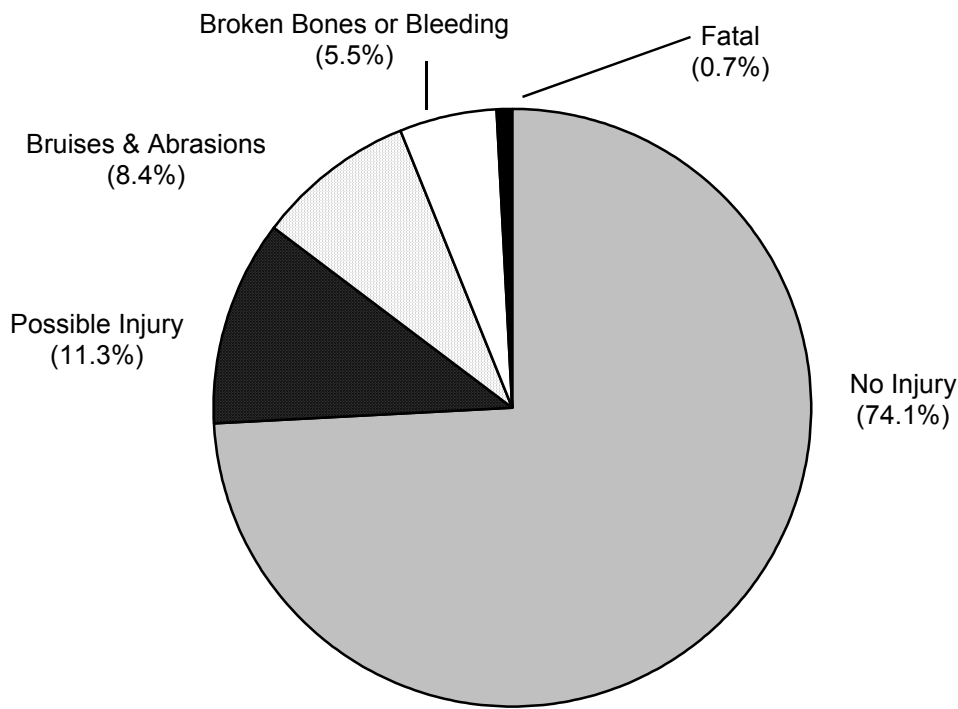
Speed-Related Crashes by County (Utah 2004)

| County | Speed-Related Crashes | | | | | | | | | | | |
|------------|------------------------------|-----------------------------------|-------------------------------------|---------------------------------|-----------------------------------|-------------------------------------|--------------------------------|-----------------------------------|-------------------------------------|------------------------------|-----------------------------------|-------------------------------------|
| | Property Damage Only (PDO) | | | Injury | | | Fatal | | | Total | | |
| | Speed PDO Crashes # | Rate per 100 Million VMT | Rate per 10,000 Population | Speed Injury Crashes # | Rate per 100 Million VMT | Rate per 10,000 Population | Speed Fatal Crashes # | Rate per 100 Million VMT | Rate per 10,000 Population | All Speed Crashes # | Rate per 100 Million VMT | Rate per 10,000 Population |
| Beaver | 50 | 20.6 | 79.3 | 29 | 12.0 | 46.0 | 0 | 0.0 | 0.0 | 79 | 32.6 | 125.2 |
| Box Elder | 173 | 19.5 | 38.7 | 116 | 13.1 | 26.0 | 0 | 0.0 | 0.0 | 289 | 32.6 | 64.7 |
| Cache | 195 | 22.6 | 19.5 | 107 | 12.4 | 10.7 | 5 | 0.6 | 0.5 | 307 | 35.6 | 30.6 |
| Carbon | 40 | 13.3 | 20.6 | 35 | 11.7 | 18.1 | 1 | 0.3 | 0.5 | 76 | 25.4 | 39.2 |
| Daggett | 2 | 7.2 | 21.0 | 9 | 32.4 | 94.3 | 0 | 0.0 | 0.0 | 11 | 39.6 | 115.3 |
| Davis | 398 | 17.3 | 14.8 | 207 | 9.0 | 7.7 | 2 | 0.1 | 0.1 | 607 | 26.4 | 22.6 |
| Duchesne | 35 | 16.9 | 23.4 | 32 | 15.5 | 21.4 | 2 | 1.0 | 1.3 | 69 | 33.4 | 46.2 |
| Emery | 56 | 15.8 | 53.4 | 34 | 9.6 | 32.4 | 1 | 0.3 | 1.0 | 91 | 25.7 | 86.7 |
| Garfield | 16 | 12.9 | 34.6 | 12 | 9.7 | 25.9 | 0 | 0.0 | 0.0 | 28 | 22.6 | 60.5 |
| Grand | 22 | 7.9 | 25.5 | 21 | 7.5 | 24.4 | 3 | 1.1 | 3.5 | 46 | 16.5 | 53.4 |
| Iron | 132 | 20.8 | 33.9 | 111 | 17.5 | 28.5 | 5 | 0.8 | 1.3 | 248 | 39.1 | 63.7 |
| Juab | 53 | 13.7 | 60.0 | 30 | 7.8 | 34.0 | 0 | 0.0 | 0.0 | 83 | 21.5 | 94.0 |
| Kane | 22 | 17.0 | 36.3 | 23 | 17.7 | 38.0 | 2 | 1.5 | 3.3 | 47 | 36.2 | 77.6 |
| Millard | 81 | 18.8 | 61.7 | 69 | 16.0 | 52.6 | 7 | 1.6 | 5.3 | 157 | 36.5 | 119.6 |
| Morgan | 53 | 45.3 | 64.3 | 22 | 18.8 | 26.7 | 0 | 0.0 | 0.0 | 75 | 64.1 | 90.9 |
| Piute | 3 | 9.9 | 22.0 | 2 | 6.6 | 14.6 | 1 | 3.3 | 7.3 | 6 | 19.7 | 43.9 |
| Rich | 7 | 13.3 | 33.8 | 8 | 15.2 | 38.7 | 0 | 0.0 | 0.0 | 15 | 28.5 | 72.5 |
| Salt Lake | 1,954 | 24.1 | 20.5 | 910 | 11.2 | 9.5 | 14 | 0.2 | 0.1 | 2,878 | 35.5 | 30.1 |
| San Juan | 26 | 9.3 | 18.1 | 32 | 11.4 | 22.3 | 2 | 0.7 | 1.4 | 60 | 21.4 | 41.8 |
| Sanpete | 30 | 12.4 | 12.0 | 17 | 7.0 | 6.8 | 1 | 0.4 | 0.4 | 48 | 19.8 | 19.2 |
| Sevier | 62 | 14.9 | 31.9 | 39 | 9.4 | 20.1 | 0 | 0.0 | 0.0 | 101 | 24.3 | 52.0 |
| Summit | 204 | 30.0 | 58.1 | 68 | 10.0 | 19.4 | 1 | 0.1 | 0.3 | 273 | 40.1 | 77.8 |
| Tooele | 90 | 10.9 | 18.0 | 53 | 6.4 | 10.6 | 7 | 0.9 | 1.4 | 150 | 18.2 | 30.0 |
| Uintah | 50 | 16.3 | 19.1 | 39 | 12.7 | 14.9 | 3 | 1.0 | 1.1 | 92 | 30.0 | 35.1 |
| Utah | 590 | 16.9 | 13.5 | 392 | 11.2 | 9.0 | 8 | 0.2 | 0.2 | 990 | 28.3 | 22.6 |
| Wasatch | 95 | 35.7 | 49.5 | 62 | 23.3 | 32.3 | 4 | 1.5 | 2.1 | 161 | 60.5 | 84.0 |
| Washington | 92 | 8.5 | 7.8 | 102 | 9.4 | 8.7 | 2 | 0.2 | 0.2 | 196 | 18.1 | 16.7 |
| Wayne | 5 | 13.0 | 19.9 | 14 | 36.5 | 55.6 | 0 | 0.0 | 0.0 | 19 | 49.6 | 75.5 |
| Weber | 300 | 19.7 | 14.3 | 169 | 11.1 | 8.1 | 2 | 0.1 | 0.1 | 471 | 30.9 | 22.5 |
| Statewide | 4,836 | 19.6 | 19.6 | 2,764 | 11.2 | 11.2 | 73 | 0.3 | 0.3 | 7,673 | 31.2 | 31.1 |

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
 - Wayne (36.5), Daggett (32.4) and Wasatch (23.3) had the highest rates of speed-related injury crashes per 100 million vehicle miles traveled.
 - Piute (3.3) and Millard (1.6) had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
 - Daggett (94.3), Wayne (55.6) and Millard (52.6) had the highest rates of speed-related injury crashes per 10,000 population.
 - Piute (7.3), Millard (5.3) and Grand (3.5) had the highest rates of speed-related crashes per 10,000 population.

Occupant Characteristics (Including Driver)

Injury Severity of Occupants Involved in Speed-Related Crashes (Utah 2004)



- In the above graph, there were a total of 12,284 persons involved in speed-related crashes.
- Approximately one-quarter (25.2%) of the occupants involved in speed-related crashes sustained a non-fatal injury. This compares to 21.0% of occupants who sustained a non-fatal injury in all motor vehicle crashes.
- The fatality percentage of occupants involved in speed-related crashes (0.7%) was higher than the fatality percentage of occupants involved in all motor vehicle crashes (0.2%).

Driver Characteristics

Age and Gender of Drivers Involved in Speed-Related Crashes (Utah 2004)

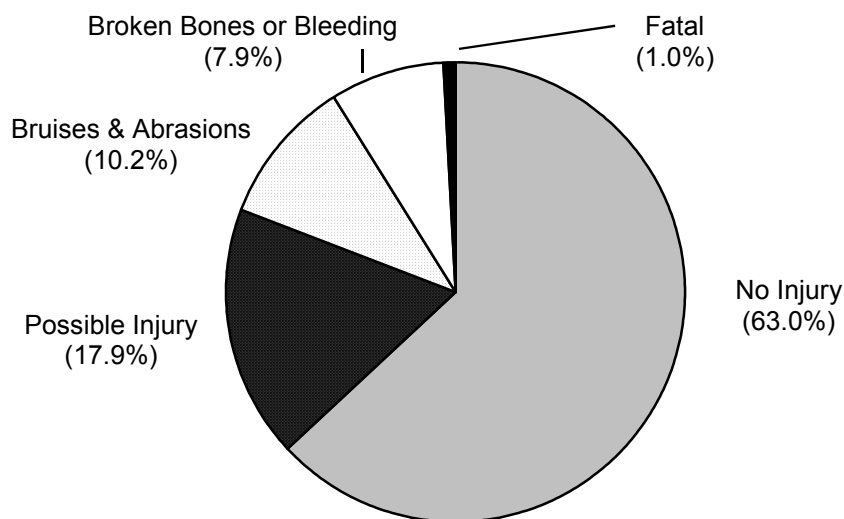
| Drivers (Speed-Related) | | | | | | | | | | | | | | | | |
|-------------------------|--|--------|--------------|--------|--|--------|--------------|--------|---|--------|--------------|--------|---|--------|--------------|--------|
| Age | Drivers Involved in Speed-Related Property Damage Only Crashes | | | | Drivers Involved in Speed-Related Injury Crashes | | | | Drivers Involved in Speed-Related Fatal Crashes | | | | Total Drivers Involved in Speed-Related Crashes | | | |
| | Female Drivers | | Male Drivers | | Female Drivers | | Male Drivers | | Female Drivers | | Male Drivers | | Female Drivers | | Male Drivers | |
| | # | % | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| <15 | 1 | 0.1% | 7 | 0.2% | 6 | 0.6% | 10 | 0.5% | 1 | 5.6% | 0 | 0.0% | 8 | 0.3% | 17 | 0.3% |
| 15-19 | 480 | 27.2% | 716 | 22.7% | 272 | 27.0% | 398 | 21.7% | 3 | 16.7% | 8 | 14.3% | 755 | 27.1% | 1,122 | 22.3% |
| 20-24 | 429 | 24.3% | 727 | 23.1% | 227 | 22.6% | 422 | 23.0% | 6 | 33.3% | 14 | 25.0% | 662 | 23.8% | 1,163 | 23.1% |
| 25-29 | 203 | 11.5% | 459 | 14.6% | 131 | 13.0% | 255 | 13.9% | 2 | 11.1% | 8 | 14.3% | 336 | 12.1% | 722 | 14.3% |
| 30-34 | 142 | 8.1% | 320 | 10.2% | 72 | 7.2% | 164 | 9.0% | 1 | 5.6% | 4 | 7.1% | 215 | 7.7% | 488 | 9.7% |
| 35-39 | 137 | 7.8% | 208 | 6.6% | 82 | 8.2% | 116 | 6.3% | 1 | 5.6% | 8 | 14.3% | 220 | 7.9% | 332 | 6.6% |
| 40-44 | 114 | 6.5% | 181 | 5.7% | 61 | 6.1% | 117 | 6.4% | 2 | 11.1% | 4 | 7.1% | 177 | 6.4% | 302 | 6.0% |
| 45-49 | 79 | 4.5% | 173 | 5.5% | 46 | 4.6% | 96 | 5.2% | 1 | 5.6% | 3 | 5.4% | 126 | 4.5% | 272 | 5.4% |
| 50-54 | 62 | 3.5% | 111 | 3.5% | 39 | 3.9% | 81 | 4.4% | 0 | 0.0% | 4 | 7.1% | 101 | 3.6% | 196 | 3.9% |
| 55-59 | 56 | 3.2% | 94 | 3.0% | 26 | 2.6% | 61 | 3.3% | 1 | 5.6% | 2 | 3.6% | 83 | 3.0% | 157 | 3.1% |
| 60-64 | 23 | 1.3% | 57 | 1.8% | 15 | 1.5% | 43 | 2.3% | 0 | 0.0% | 0 | 0.0% | 38 | 1.4% | 100 | 2.0% |
| 65-69 | 8 | 0.5% | 33 | 1.0% | 11 | 1.1% | 23 | 1.3% | 0 | 0.0% | 0 | 0.0% | 19 | 0.7% | 56 | 1.1% |
| 70-74 | 9 | 0.5% | 17 | 0.5% | 8 | 0.8% | 14 | 0.8% | 0 | 0.0% | 0 | 0.0% | 17 | 0.6% | 31 | 0.6% |
| 75-79 | 8 | 0.5% | 10 | 0.3% | 4 | 0.4% | 9 | 0.5% | 0 | 0.0% | 1 | 1.8% | 12 | 0.4% | 20 | 0.4% |
| 80-84 | 6 | 0.3% | 4 | 0.1% | 1 | 0.1% | 8 | 0.4% | 0 | 0.0% | 0 | 0.0% | 7 | 0.3% | 12 | 0.2% |
| 85+ | 1 | 0.1% | 6 | 0.2% | 2 | 0.2% | 3 | 0.2% | 0 | 0.0% | 0 | 0.0% | 3 | 0.1% | 9 | 0.2% |
| Unknown | 5 | 0.3% | 26 | 0.8% | 3 | 0.3% | 12 | 0.7% | 0 | 0.0% | 0 | 0.0% | 8 | 0.3% | 38 | 0.8% |
| Total | 1,763 | 100.0% | 3,149 | 100.0% | 1,006 | 100.0% | 1,832 | 100.0% | 18 | 100.0% | 56 | 100.0% | 2,787 | 100.0% | 5,037 | 100.0% |

NOTE: Gender was not reported for 136 drivers involved in speed-related crashes.

- Overall, male drivers represented 64.4% of the drivers involved in speed-related crashes.
- For male drivers, those aged 20 to 24 years had the highest percentage of total speed-related crashes (23.1%), speed-related injury crashes (23.0%), and fatal crashes (25.0%).
- For female drivers, those aged 15 to 19 years had the highest percentage of total speed-related crashes (27.1%) as well as speed-related injury crashes (27.0%). Female drivers aged 20 to 24 years had the highest percentage of fatal speed-related crashes (33.3%).

Crash Characteristics

Speed-Related Crash Severity (Utah 2004)



- In the above graph, there were a total of 7,673 speed-related crashes.
- The percentage of speed-related crashes that resulted in a non-fatal injury (36.0%) was the same as the percentage of all motor vehicle crashes that resulted in a non-fatal injury (36.0%).
- In addition, a higher percentage of speed-related crashes were fatal (1.0%) compared to all fatal motor vehicle crashes (0.5%).
- In fact, speed-related crashes were 2.4 times more likely to be fatal than other motor vehicle crashes.

Speed-Related Crashes by Month of Year (Utah 2004)

| Speed-Related Crashes | | | | | | | | | |
|-----------------------|-----------------|-----------------------------|--------------|--------------------------------|--------------|-------------------------------|--------------|-----------------------------|--------------|
| Month | Days in Month # | Property Damage Only (PDO) | | Injury | | Fatal | | Total | |
| | | Speed-Related PDO Crashes # | Rate per Day | Speed-Related Injury Crashes # | Rate per Day | Speed-Related Fatal Crashes # | Rate per Day | All Speed-Related Crashes # | Rate per Day |
| January | 31 | 751 | 24.2 | 321 | 10.4 | 2 | 0.1 | 1,074 | 34.6 |
| February | 29 | 990 | 34.1 | 391 | 13.5 | 4 | 0.1 | 1,385 | 47.8 |
| March | 31 | 221 | 7.1 | 162 | 5.2 | 10 | 0.3 | 393 | 12.7 |
| April | 30 | 208 | 6.9 | 175 | 5.8 | 5 | 0.2 | 388 | 12.9 |
| May | 31 | 179 | 5.8 | 207 | 6.7 | 8 | 0.3 | 394 | 12.7 |
| June | 30 | 192 | 6.4 | 166 | 5.5 | 5 | 0.2 | 363 | 12.1 |
| July | 31 | 194 | 6.3 | 181 | 5.8 | 8 | 0.3 | 383 | 12.4 |
| August | 31 | 211 | 6.8 | 185 | 6.0 | 9 | 0.3 | 405 | 13.1 |
| September | 30 | 214 | 7.1 | 167 | 5.6 | 6 | 0.2 | 387 | 12.9 |
| October | 31 | 371 | 12.0 | 222 | 7.2 | 6 | 0.2 | 599 | 19.3 |
| November | 30 | 527 | 17.6 | 284 | 9.5 | 7 | 0.2 | 818 | 27.3 |
| December | 31 | 778 | 25.1 | 303 | 9.8 | 3 | 0.1 | 1,084 | 35.0 |
| Total | 366 | 4,836 | 13.2 | 2,764 | 7.6 | 73 | 0.2 | 7,673 | 21.0 |

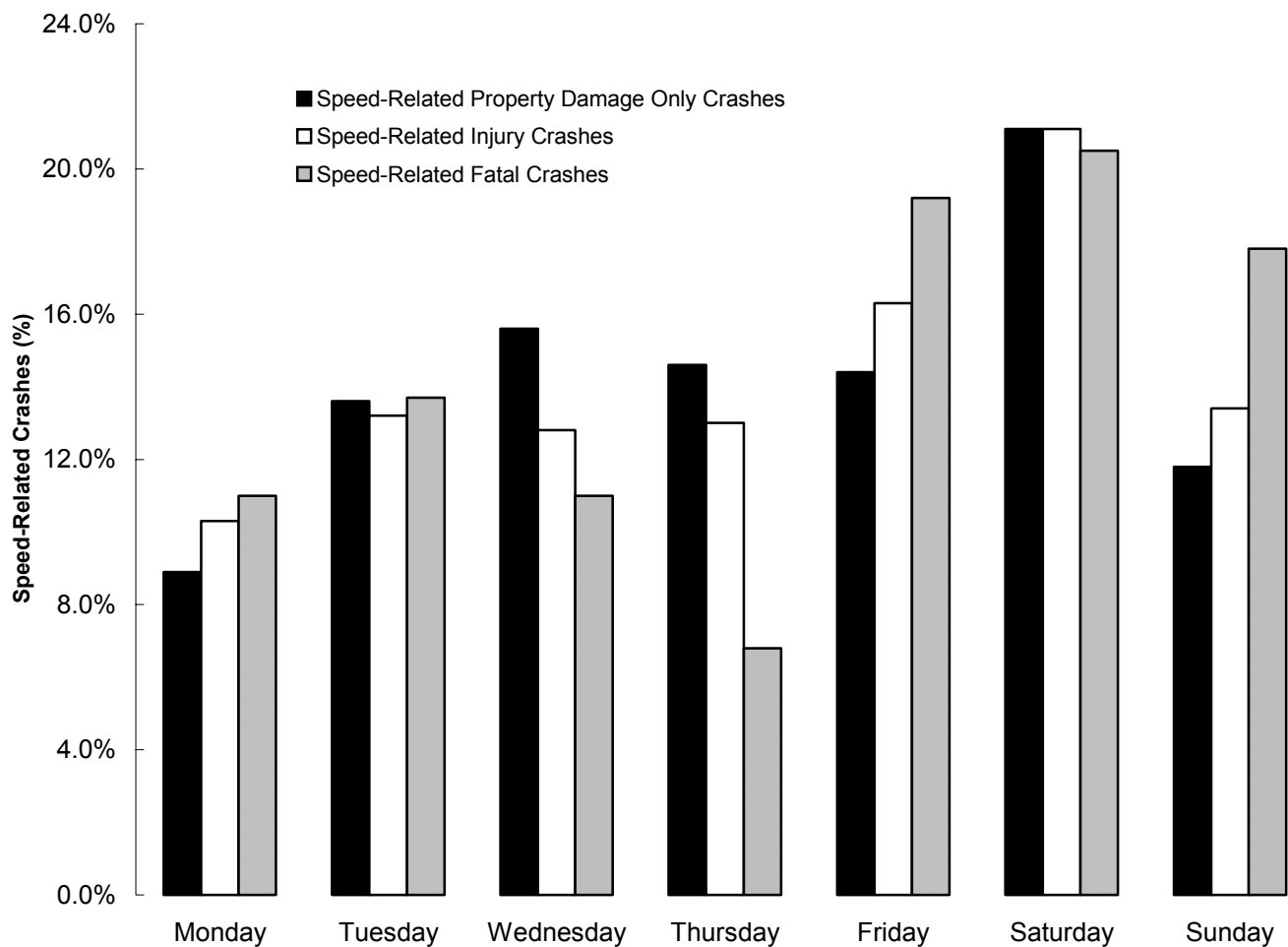
- The above table shows the number and rate per day of speed-related crashes for each month.
- Overall, February (47.8), December (35.0) and January (34.6) had the highest rates of speed-related crashes per day.
- March had the highest rate per day of fatal speed-related crashes (0.3).

Crash Characteristics

Speed-Related Crashes by Day of Week (Utah 2004)

| Day of Week | Speed-Related Crashes | | | | | | | |
|-------------|------------------------------|--------|----------------|--------|---------------|--------|---------------|--------|
| | Property Damage Only Crashes | | Injury Crashes | | Fatal Crashes | | Total Crashes | |
| | # | % | # | % | # | % | # | % |
| Monday | 428 | 8.9% | 284 | 10.3% | 8 | 11.0% | 720 | 9.4% |
| Tuesday | 660 | 13.6% | 365 | 13.2% | 10 | 13.7% | 1,035 | 13.5% |
| Wednesday | 756 | 15.6% | 353 | 12.8% | 8 | 11.0% | 1,117 | 14.6% |
| Thursday | 704 | 14.6% | 360 | 13.0% | 5 | 6.8% | 1,069 | 13.9% |
| Friday | 695 | 14.4% | 450 | 16.3% | 14 | 19.2% | 1,159 | 15.1% |
| Saturday | 1,022 | 21.1% | 583 | 21.1% | 15 | 20.5% | 1,620 | 21.1% |
| Sunday | 571 | 11.8% | 369 | 13.4% | 13 | 17.8% | 953 | 12.4% |
| Total | 4,836 | 100.0% | 2,764 | 100.0% | 73 | 100.0% | 7,673 | 100.0% |

Speed-Related Crashes by Day of Week (Utah 2004)



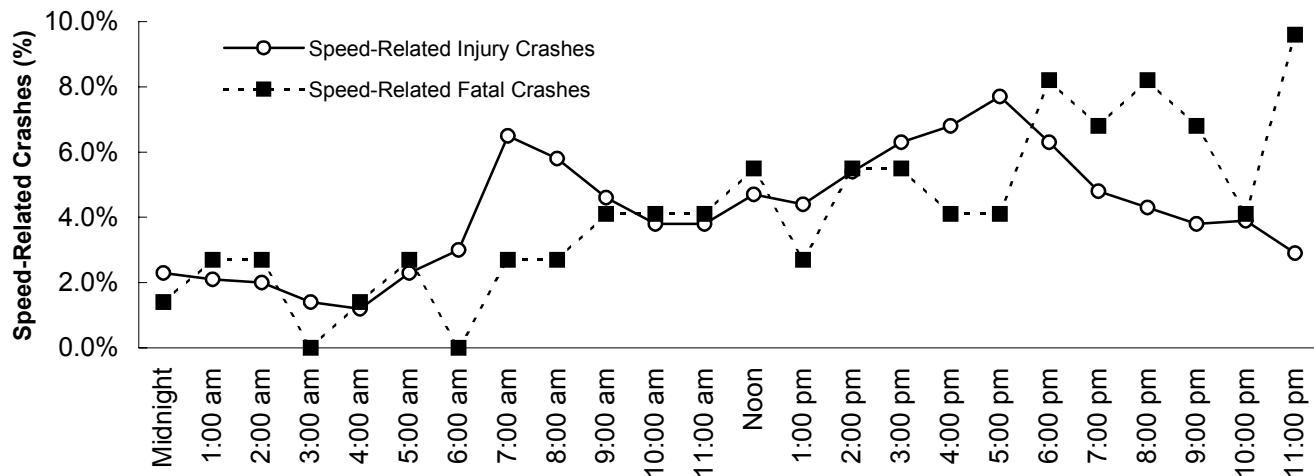
- The above table and graph show that the highest percentage of speed-related total crashes (21.1%), property damage only crashes (21.1%), injury crashes (21.1%) and fatal crashes (20.5%) occurred on Saturday.
- The lowest percentage of fatal speed-related crashes occurred on Thursday (6.8%).

Crash Characteristics

Speed-Related Crashes by Hour of Day (Utah 2004)

| Speed-Related Crashes | | | | | | | |
|-----------------------|------------------------------|--------|----------------|--------|---------------|--------|---------------|
| Hour | Property Damage Only Crashes | | Injury Crashes | | Fatal Crashes | | Total Crashes |
| | # | % | # | % | # | % | # % |
| Midnight | 115 | 2.4% | 63 | 2.3% | 1 | 1.4% | 179 2.3% |
| 1:00 am | 97 | 2.0% | 58 | 2.1% | 2 | 2.7% | 157 2.0% |
| 2:00 am | 80 | 1.7% | 55 | 2.0% | 2 | 2.7% | 137 1.8% |
| 3:00 am | 60 | 1.2% | 38 | 1.4% | 0 | 0.0% | 98 1.3% |
| 4:00 am | 51 | 1.1% | 33 | 1.2% | 1 | 1.4% | 85 1.1% |
| 5:00 am | 93 | 1.9% | 63 | 2.3% | 2 | 2.7% | 158 2.1% |
| 6:00 am | 194 | 4.0% | 82 | 3.0% | 0 | 0.0% | 276 3.6% |
| 7:00 am | 330 | 6.8% | 179 | 6.5% | 2 | 2.7% | 511 6.7% |
| 8:00 am | 363 | 7.5% | 161 | 5.8% | 2 | 2.7% | 526 6.9% |
| 9:00 am | 281 | 5.8% | 128 | 4.6% | 3 | 4.1% | 412 5.4% |
| 10:00 am | 203 | 4.2% | 106 | 3.8% | 3 | 4.1% | 312 4.1% |
| 11:00 am | 183 | 3.8% | 106 | 3.8% | 3 | 4.1% | 292 3.8% |
| Noon | 182 | 3.8% | 130 | 4.7% | 4 | 5.5% | 316 4.1% |
| 1:00 pm | 204 | 4.2% | 122 | 4.4% | 2 | 2.7% | 328 4.3% |
| 2:00 pm | 211 | 4.4% | 148 | 5.4% | 4 | 5.5% | 363 4.7% |
| 3:00 pm | 259 | 5.4% | 175 | 6.3% | 4 | 5.5% | 438 5.7% |
| 4:00 pm | 287 | 5.9% | 188 | 6.8% | 3 | 4.1% | 478 6.2% |
| 5:00 pm | 339 | 7.0% | 212 | 7.7% | 3 | 4.1% | 554 7.2% |
| 6:00 pm | 282 | 5.8% | 174 | 6.3% | 6 | 8.2% | 462 6.0% |
| 7:00 pm | 223 | 4.6% | 133 | 4.8% | 5 | 6.8% | 361 4.7% |
| 8:00 pm | 240 | 5.0% | 119 | 4.3% | 6 | 8.2% | 365 4.8% |
| 9:00 pm | 202 | 4.2% | 104 | 3.8% | 5 | 6.8% | 311 4.1% |
| 10:00 pm | 186 | 3.8% | 107 | 3.9% | 3 | 4.1% | 296 3.9% |
| 11:00 pm | 171 | 3.5% | 80 | 2.9% | 7 | 9.6% | 258 3.4% |
| Total | 4,836 | 100.0% | 2,764 | 100.0% | 73 | 100.0% | 7,673 100.0% |

Speed-Related Crashes by Hour of Day (Utah 2004)



- The above table and graph show that speed-related injury crashes peaked in the late afternoon (2:00 pm to 6:00 pm), with another peak at 7:00 am.
- Fatal speed-related crashes varied by hour peaked in evening (6:00 pm to 11:00 pm).